At this point, DeLancey Nicoli arcse and

Amory's lawyer has an expressive face, and when he meets something he doen't like his countenance indicates it. It was quite easy to see that the introduction of the Amory letters was a bomb in the Amory camp, and everybody wanted to know how and where Mr. Nicoll got them. Amory himself admitted that the introduction of the letters didn't do him any good.

duction of the letters didn't do him any good.

At the noon recess Mr. Nicoll explained that all the letters had been forwarded to this country by Mr. Hazard, who had requested his attorney, F. W. Moulton, to make them public, if it was thought best, so that Hazard's position in the Amory-Braker-Taylor-Drayton-Philbin affair might be thoroughly well known. Mr. Hazard made \$7,000 by accepting Amory's tip to go short on Metropolitan.

GIVING MAZARD THE TIP.

GIVING HAZARD THE TIP.

The first letter introduced bore date of Jan. 4, 1903, and was addressed to Mr. Hazard at 34 Rue de la Faissanderie, Paris. It was written by Amory in answer to a cable despatch received from Hazard on the same day, asking for detailed information. In this letter Amory wrote:

Here are the particulars: Some time about the 15th of January, probably a little later so that it is likely his will reach you before the event, steps will be taken to put the Metropolitan Street Railway Company in the hapits of a receiver, on grounds that are justifiable and warranted by the facts, all of which are in my possesson, but which are a great secret. I betray no confidence, of course, in telling you this much; but more I cannot tell you at present, and I rely strictly upon your confidence in receipt of this information, meagre as it is.

I shall call on Mr. Moulton (Hazard's partner) to-morrow and show him your cable and my reply, but I shall not tell him what I have written to you in this letter. A day or two before the event, however, I will advise him of the fact, as fully as I shall feel warranted in doing, so that you may be able to take advantage of the circumstances. When cabling Mr. Moulton I suggest, for precaution's sake, that you use the word Jellico' for Metropolitan Company, provided you have no code word for that company. I will ask Mr. Moulton to-morrow to make a note of this suggestion. Sincerely yours, W. N. Amory.

Writing under date of Jan. 12, Amory told Hazard that he thought the application for the receivership might be deferred, perhaps, until the first week in February, but that the date need make no particular difference since Amory would advise Moulton in plenty of time for Hazard to "take advantage of the situation."

"IT CANNOT GET AWAY FROM ME OR YOU."

Two days later, Amory wrote again to Hazard to assure him that he (Amory), would "be careful and explicit." Then he added: "I know of every movement and intended movement and the matter cannot get away from me or from you." On Feb. 18, Amory wasn't so sure about the date of the appointment of the receiver, but he thought action would be taken "before the 10th of February, or thereabouts." He said "this advisedly, for while the case is practically complete, lawyers are proverbially slow." To this was added the interesting information that, beside the code word "Jélico," he had given to Moulton the code word "Thornton" for the Manhattan Railway Company, so that Moulton and his partner, O Bryan, might think that Amory was giving information about two companies instead of one.

On Jan. 20, Amory wrote to Hazard as follows: "IT CANNOT GET AWAY FROM ME OR YOU."

A diseastrous state of affairs exists and will be shown to have existed for several years. When this will be developed, it is mpossible to state with definitenees. \* \* Be sure I shall keep you fully advised and mample time. \* I send you another code word, "Coal," meaning Metropolitan securities Company.

DOUBLE-BARRELLED ATTACK.

This letter shows that Amory was going to attack all along the line. The inference drawn from it was that he meant his tip to Hasard to enable his friend to go short of Metropolitian Securities as well as of Metropolitian Street Railway. The street railway code word, "Jellico," has a peculiar interest to Amory. He got the name from the Jellico Coal and Iron Company of Kentucky, in which he was interested and which went to the bad. With the bonds and coupons of that company, which he held at the time of its coilapse, Amory has papered the walls and cellings of his library.

DIRECT ADVICE TO SELL SHORT. DIBECT ADVICE TO SELL SHORT.

mory's letter of Jan. 26 was the one in ich he talked business. In that he

wrote:

As to the announcement being discontinued, I think not. The matter is absolutely certain to occur. Yet I am aware that leaks may occur in a matter as big as this. If you do not hear from me to such effect by the time of the receipt of this letter, you might cable to ask whether I advise your beginning operations, which by that time it might be advisable to do. I see no objection at going short, even at the present moment.

This statement over Amory's own signature and in his own handwriting was regarded as of very great importance by the defence. They looked upon it as clinching the fact that Amory did advise his friends to go short of Metropolitan, notwithstanding his sworn testimony that he had never advised analysis.

MANY LEAKS, SOME TOO SOON. The next letter from Amory to Hazard bears date of Feb. 8. In that letter Amory stated that he wished, for good reasons, that his name be "kept out of the cables as much as possible." From then on to the last letter, which bears date of March 4. Amory seemed to be more and more uncertain as to just when somebody was going to put the company into the hands of a receiver. In his letter of Feb. 19 he wrote:

I can ealy say that there has been only a beginning of the business, and hardly even a beginning for what will surely follow will be far more serious than there has been even intimating of up to the present time. I wish I could be more definite. The only thing I am at all minertain about is the time when things will happen.

After the introduction of these letters both index rested. As the case stands at present, the closing arguments will be made on Wednesday morning, after which counsel will have three or four days in which to submit briefs.

In view of the London despatch that Sir Oliver Ledgy is about to sue Marconi for infringing the Lodge patents for wireless telegraphic the reporter saked Mr. Nikola Tusia whether the dispute between Marconi and Lodge would involve in any way the system that he is developing. "Not at all," and Mr. Tusia; "my patents are entirely histinot from either the Lodge or the Marconi patents. We are working in diametrically opposite directions."

A granument Cure for Piles.

Itching, Bind, Riveding and Protrading Piles no cure no pay. All druggies are authorized by the magnetaturers of Pase Claimant to repeat the manner where it hals to cure and resort piles, no entered where it hals to cure and resort piles, no entered of pow long standing. Cures ordinary ment by the Veryl bases to Pour-man street and the first piles of the cure piles grant to now and a feet and resort to the cure piles and it is the cuty pile remain mid on a positive purameters to our so pay. Price the —Adv

FORCEFUL DEFENCE OF THE READING COMPANY'S COURSE.

Witness Admits That He Bought Out a Projected Railread and Also Com-peting Ceal Properties—Says His Action Was Legal and Businessike and He's Prepared to Repeat It-Chal-lenges These Who Think Otherwise to Try Jesue in Court-Resents Idea That Business Men Are Lawbreakers.

George F. Baer, president of the Reading Company, which is the holding company of the Philadelphia and Reading Coal and Iron Company, the Philadelphia and Reading Railway Company and the various other companies making up what is known as the Reading system, appeared as a witness before the Interstate Commerce Commission in this city yesterday and somewhat confounded Clarence J. Shearn, the lawyer for the petitioner in the charges against the coal-carrying roads, by quoting to him the law on the subject of corpora-tions and their organization and rights under the laws of the United States and under the law of the State of Pennsylvania. Mr. Baer cheerfully admitted that by their purchase of the Temple Iron Company he and his associates had taken over Simpson & Watkins, the leaders in the movement among the independent op-erators to establish an independent rail-

road to carry their coal to tidewater. He said that, although he did not believe that the talk of this independent road was anything more than an attempt to force him and his associates to purchase the independent holdings, he still regarded it as a perfectly legal proceeding for the coal-carrying roads to protect their interests by doing all in their power to pre-vent the building of another railroad into the anthracite coal region.

THE VOTING TRUST.

THE VOTING TRUST.

It took half an hour for Mr. Baer to tell the offices he holds in various corporations and just what the Reading Company, of which he is president, does.

He admitted that the capital stock of the Reading Company was held by a voting trust, and that J. P. Morgan was one of the trustees. Asked if it wasn't a fact that the Reading Company controlled the Philadelphia and Reading Railway, he answered:

"If you mean does it vote the stock of that company, I answer yes; if you mean does it control its business, I answer no."

"But there is no conflict between you as president of the Reading Company and you as president of the railroad company is there?" asked Mr. Shearn.

"Indeed there is, at times," answered Mr. Baer with a laugh.

AS TO THE PENNSTLVANIA CONSTITUTION.

AS TO THE PENNSTLVANIA CONSTITUTION.

Mr. Shearn next proceeded to one of his most important charges, which is that the coal-carrying roads are violating the law of Pennsylvania, which says that a railroad company cannot engage in the mining of coal. He asked Mr. Baer if it wasn't true that an arrangement had been made between the Philadelphia and Reading Coal and Iron Company and the Reading railway to evade the State Constitution on this point. AS TO THE PENNSTLVANIA CONSTITUTION.

mg railway to evade the State Constitu-tion on this point.

Mr. Baer said that it was not true and that he for one would be glad to have the matter tested in any court that the petitioner might select. He was sure, he said, that the Constitutional prohibition of 1876 on this point would not apply to either the Reading Company or the Coal and Iron Company.

WHY HE BUTS UP MINES AND RAILBOADS Mr. Shearn turned to the subject of the Central Railroad of New Jersey and demanded to know what object the Reading Company had in purchasing its stock. Mr. Baer laughingly declared that it was to get control of the road. Mr. Shearn wanted to know why Mr. Baer wanted to control the road, and Mr. Baer replied:

Because it was a conscript a relief and and state of the road control the road, and Mr. Baer replied:

Because it was a connecting railroad and
we thought it a valuable thing to control
and operate. The Central Raffroad of New
Jersey was the road over which the traffic of
the Reading system must go to reach New
York, and in the exercise of the ordinary
judgment of the every day man we thought
it would be advisable to get the control of a
road that was so juportant to us as a terminal, and which, falling into adverse hands,
might cut off the great Reading system from it would be advisable to set the control of a road that was so suportant to us as a terminal, and which, falling into adverse hands, might cut off the great Reading system from your great cash of New York. Those were the general business reasons that led us to buy the stock of the Jersey Central.

Q. Was there not a more important moving reason than that—that the purchase vested in your control 63 per cent. of all the unmined coal in the State of Pennsylvania? A. It was not the controlling factor. It was a factor. We would be glad to buy mere coal lands at a fair price. The law of the State of Pennsylvania permit us to do it. If you have any collieries to sell and can sell them at a fair price, and we can finance it, we will buy them.

Q. Or any more railroads? A. Any more railroads we can finance it, we will buy.

Q. Anything that enables you more completely to dominate the anthracite soal situation? A. My dear sir, that is not the purpose. It is for the purpose of making the Reading system a paying system, to carn fair money for its stockholders and its security holders. We do not aim to dominate the anthracite situation, nor any other trade. We do aim to get as much anthracite traffic and miscellaneous traffic and bituminous traffic and introcellaneous traffic and bituminous traffic and introcellaneous traffic and bituminous traffic and into course of business, it is possible for us to get. If you want to locate on our lines we will offer you every inducement for the development of your business, to give us traffic.

Q. The more thoroughly you dominate the anthracite coal situation, the more money you make for your stockholders? A. Naturally. The more things you can sell, if they can be sold at a profit the greater profit I suppose you make. Is not that simple and axiomatic?

Q. It is, absolutely, And the more coal supply you coptrol, it makes it the more easy to control the price at which coal shall be transported and the price for which it shall be marketed? A. Do not those things follow naturally?

Mr. Sh

After an hour of questioning from reports of the Reading Company and other companies, which Mr. Baer asked to be spared because the reports spoke for themselves and didn't need to be confirmed by him, Mr. Shearn turned to the pet charge of the petitioner, which is that Mr. Baer and his asseciates of the coal-carrying roads bought out the principal projectors of an independent railroad into the coal region and thus stopped the building of the road. THE RAILBOAD THAT WASN'T BUILT.

the road.

Mr. Baer admitted that he knew that the independent operators had pledged the future output of their mines to the new railroad. the future output of their mines to the new railroad.

Mr. Shearn—Did you know that Simpson & Watkins were actively interested in that railroad venture? A. I knew they were connected with it, yee. How active they were in it, I do not know.

Q. Do you recollect that their output exceeded a million tone a year? A. That is my impression.

Q. Do you recollect what total tonnage was pledged to this New York, Wyoming and Western Railroad? A. I never knew anything about that except the general talk, and I never believed that anybody seriously contemplated building a railroad.

Q. You knew a railroad was incorporated? A. Qh, that is all right. That is one stage in a game that he easily played in this country.

Q. And that written contracts pledging the entire output of these mines to the railroad had been entered into by these various independent operators? A. I suppose so, but I knew that while that was going on, many of these operators were coming to us and sending gentlemen in this city begging us to buy their mines, and I generally put two and two together.

THE YERPLE IRON COMPANY PURCHASE.

THE VENCLE IRON COMPANY PURCHASE.

Q. When did it first occur to you to buy up the stock of the Temple Iron Company? A. When I wanted to use the charter for the purpose of holding the stock of the collieries that Simpson & Watkins sold us.

Q. When did it first occur to you that it was desirable that you should buy the collieries of Simpson & Watkins? A.—The purchase of the Simpson & Watkins? Collieries arose in this way: Simpson & Watkins collieries arose in this way: Simpson & Watkins had associated with them certain gentlemen of this city who were interested in the general business of the country, and those sentlamen, who had large interests in Simpson & Watkins collieries. Q. Did they saw why it would be a good thing for the Simpson & Watkins collieries.

Q. Did they saw why it would be a good thing?

A. I will tall you. He walk be a good thing?

A. I will tall you. He walk be good thing?

A. I will tall you. He walk be a good thing?

A. I will tall you. He walk be got up a great company located here in the city of New Yerk which would buy and nell coal, and that by THE TEMPLE IRON COMPANY PURCHASE.

purpose, except to induce the companies to buy out the colleries.

When the whole subject was brought forward, a syndicate was formed for the purpose of buying these colleries. Mr. Watkins outlined his plan of how this purchasing company might act, what it might do. The various railroad companies were seen and they agreed to help finance the concern by a purchase of the stock in the future. The companies bought the stock—first the Temple Iron Company increased this little furnace, increased its capital stock, under the laws of the State of Pennsylvania, and issued bonds for the purpose of paying for these collieries, the collieries being represented by small corporations, and we purchased the stock. In one case, an interest in a limited partnership, we did not get the whole of the concern.

The object at the time of the purpose.

oncern.
The object at the time of that purchase was undoubtedly, as affecting the consideration, to relieve Simpson & Watkins's partners, and to get Measrs. Simpson & Watkins out of that anthracite situation.

Q. Do you mean out of that railroad situation?

A. Whatever you may call it.

etion? A. Whatever you may call it.

WATEINS'S SCHEME DROPPED.

Q. That was it, was it not? A. We did not want, as railroad companies, to encourage the building of another railroad into that country for the purpose of affecting and taking from us our business, and under the laws of the United states and of Fennsylvania any railroad corporation has a right to take legal means to secure and hold its traffic, and acting under that power and with a view to carrying out Mr. Watkins's scheme of making a great purchasing and seiling company here in the city of New York, which would save many thousands of dollars, the properties were acquired. That is the whole story.

story.

Subsequently we discovered, or I did, that Mr. Watkins's scheme was absolutely undesirable, that it would not work at all. I epposed it and refused to make the I emple Iron Company the selling agent of the Reading Company, and the other presidents old the same thing; and then Mr. Watkins re-igned, and I took the presidency, and we have operated it since. Now, is that explicit enough?

USELESS RAILBOADS. Q. You did not want another railroad constructed to tidewater, did you? A. Of course not. It is an economic waste to build a railroad when the present railroads have not traffic enough to pay. That is the dream of people who are idealists and not business men, to build more railroads than there is necessity for.

people who are idealists and not business men, to build more railroads than there is necessity for.

Q. If this railroad had been constructed it would have resulted in competition, would it not? A. It would have resulted in having to buy out that railroad and increasing the cost of everything to the public. That is what always results from a party of people trying to build a railroad for the purpose of affecting an established business. They have to be bought out in the end or go into bankruptcy, and the general story is always the same. You cannot build railroads when there is no demand for them and make them profitable, any more than you can build houses and make them profitable when there are no people to occupy them.

Q. If this road had been built and you had not succeeded in buying it out, it would have resulted in competition in the business of transporting coal? A. Not at all. I think not. The railroad would have had to charge such high prices for hauling that coal in order to pay the investors that it would not have hurt us at all, so far as competition goes, but, to the extent of withdrawing traffic from our road, it would have been a higher instead of a lower cost.

Mr. Baer said that the proposed independent road could not have transported coal to tidewater as cheaply as the old roads. If it could have carried coal for half what the old roads did, it might have sold it for less in New York, he said.

Mr. Shearn asked if that wasn't just what Mr. Baer wanted to prevent when he bought the colleries of Simpson & Watkins. Mr. Baer rose from his chair and made his answer while he strode up and down the floor. He said:

I did not want to do anything of the kind. I advised these railroad companies to secure

own the floor. He said:

I did not want to do anything of the kind, advised these railroad companies to secure he traffic they had, and if a rival company ere to come to-day and undertake to build siding into a colliery that is shipping over ny road with which I am connected and it as necessary to buy that colliery to save he traffic to my road, I would do it. Would ot you?

not you?

Mr. Shearn—Not if it is against the law.

Mr. Baer—If it is against the law, point to
the law, and I will not do it. I believe in the
majesty of the law.

Mr. Shearn—The Sherman Anti-Trust law.

Mr. Shearn—The Sherman Anti-Trussiaw.

A SUBINESS MAN'S ATTITUDE.

Mr. Baer—I welcome you to proceed under the Sherman Anti-Trust law, and if any-hing we have done is contrary to the law of the land, we will abide by the decision of of the land, we will abide by the decision of the proper tribunal.

There are no people more interested in maintaining law and order than we are. I have seen enough of doubtful administration of the law, and if we are sinners against any law that you or your friends can enforce, go into the proper forum and try your hand. We will be there, and if we are guilty we will abide by the judgment.

I am getting tired of some of your friends assuming a virtue superior to the rest of us and trying to make out that the business men of this country are a gang of conspirators, trying to evade the laws of this country. We have as much respect for the law as your client or the people condemning us.

SHEARN REBUKED.

Mr. Shearn—I suppose you include in this class of dreamers the President of the United States.

Mr. Baer—I, sir, have no criticism to make of the President of the United States.

Chairman Knapp—Your question was entirely irrelevant and disrespectful, Mr. Shearn, Mr. Baer will take the stantage. Mr. Baer will take the stand again next Wednesday.

DISOWNED HIS WITNESS. DISOWNED HIS WITNESS.

Joseph J. Jermyn, an independent coal operator of Scranton, was a witness before the commission and declared that the only thing that restricted his output of coal was the unwillingness of his men to work. He said that since the strike it was impossible to get six hours work a day out of the miners. Mr. Shearn had called Mr. Jermyn to prove that discrimination by the railroads had made it impossible for the independents to market their coal profitably. His testimony didn't suit Mr. Shearn, who said: "Well, you are my witness, but I disown you." You. "You will have to disown more than that if you disown all the unpalatable truths you hear here," observed Mr. Brownell, counsel for the Erie Railroad.

LOST TORONTO GIRL FOUND.

Disappeared a Year Ago—Found Living With Her Abductor in Schenectady. SCHENECTADY, April 24.-Flora Marselle, 8 years old, who is the daughter of Oliver Marselle, a well-to-do resident of Toronto, Canada, and who disappeared from a concanada, and who disappeared from a convent in that city more than a year ago, was found in this city to-day, living in Smith street with M. H. Roy. The girl's father received a letter from her saying that she was ill and needy. This was the first intelligence he had received of her whereabouts. He at once came here and found the girl. Roy was taken in custody and the father took his daughter to a hotel.

Mr. Marselle says the man's name is De Repentigny, and that he is wanted in Toronto on the charge of embezsling \$10,000. Mr. Marselle declares that Roy abducted his daughter from the convent, and that he deserted a wife and family in Canada. The girl he abducted has a four-months-old child.

Chief of Detectives Deforest wired the Canadian authorities and inquired if they wanted De Repentigny on the charge of abduction or embezzlement. A telegram was received from the chief of detectives of Toronto that they had no charge against him for abduction, and that as to the charge of embezzlement, it would cost too much to extradite him. De Repentigny was discharged. Mr. Marselle and his daughter, with her infant child, returned to their home in Canada to-night. vent in that city more than a year ago, was

LONG ISLAND CITY WINS.

Built in Jamaica. The new borough hall for Queens will be attuated in Long Island City. The fight between Long Island City and Jamaica for the hall was ended yesterday by the Board of Estimate when a resolution was passed in favor of Long Island City. No site has been chosen.

passed in favor of Long Island
site has been chosen.

The purchase of a site for the new borough
hall in Richmond was authorised. The
measurement of the land is 390x250 feet and
it will accommodate not only the new hall
but also the Carnegie library that is to
be built in Richmond, besides leaving space
for park purposes. The cost of the ground
is not to exceed \$40.500.

MATEUR WHIP GETS A SUMMONS FOR ST. JOHN WOOD.

Park on March 27, Caused the Death of the Horse-A. G. Vanderbilt and C. H. Wilson Were Also on the Coach. Magistrate Mayo in the Tombs police

court yesterday issued a summons for St. John Wood of 20 West Twenty-fifth street at the request of J. Campbell Thomp-son, counsel for Reginald W. Rives. Mr. Thompson told Magistrate Mayo that while Mr. Rives was tooling the coach Pioneer through Central Park on March 27 last one of Mr. Wood's automobiles hit

the off fore horse and injured it so severely

that it died later. On the coach with Mr. Rives at the time were Alfred Gwynne Vanderbilt and C. H. Wilson of London. According to Mr. Thompson's story, the Pioneer was taken horses for a practice spin before the initial

trip to Lakewood. The coach was on the East Drive near Seventieth street when the accident happened. Mr. Thompson says that the auto-mobile came from behind the coach and its driver turned too short in attempting to get in front of the coach, striking the right ore horse and knocking it down.

A short distance ahead of the coach at the time of the accident was Charles Jarvis. who was exercising one of David Lamar's trotters. Mr. Vanderbilt, according to Lawyer Thompson, shouted to Jarvis to chase the auto. Jarvis got near enough to see the initials "St. J. W."

Mr. Rives got the list of automobile own ers whose names corresponded with the initials. There were five names, among them that of St. John Wood.

Mr. Thompson told the Magistrate that Mr. Wood admitted that he was the owner of the automobile that collided with the coach horse, but refused to tell the name of his driver. To back up his request for a summons Mr. Thompson showed Magistrate Mayo a newspaper clipping saying that Mr. Wood's automobile knocked down a man in Mount Vernon last Wednesday and fractured five of his ribe. The summons was made May 11.

DAUGHTER SUES HER FATHER. Says He Destroyed Her Grandfather's Will Leaving Her His Property.

An action by Katherine Wilson to estab lish a destroyed will of her grandfather, Henry Wilson, a goldbeater, who died in 1901, was on trial yesterday in the Supreme Court before Justice O'Gorman and a jury.

Henry Wilson left \$300,000, it is said, and his granddaughter asserts that a will under which she would have inherited largely was destroyed by the defendants who are Charles H. Wilson, her father,

who are Charles H. Wilson, her father, Frank Wilson, her uncle, both of whom are administrators of the estate, and several other relatives of Henry Wilson. Frederick Durgan and Augustus Van Wyck appeared as counsel for Miss Wilson, and F. B. Ogden for the defendants.

It is alleged that under the destroyed will Miss Wilson and her sister, Mrs. Adelaide Lyons, would have inherited everything save about \$600 a year each, which was bequeathed to the two sons.

Robert Evants, who knew the decedent, testified that Wilson was worth fully \$300,000. Questioned concerning his death, Evants replied that Wilson had been ill about two weeks and died of 'too much whiskey,"

The witness said that Charles Wilson, the plaintiff's father, had once told her that Henry Wilson had made a will leaving \$5 per cent. of his property to his grand-daughters.

"I won't stand for it, however," Evants says Charles Wilson added. "The will is in my possession." Evants said he had read the will in 1894. Henry Wilson, he said, was very fond of his granddaughters, the only fault he found being that Adelaide and her beau, Lyons, burned too much

and her beau, Lyons, burned too much gas while courting.

The defendants deny that there is any will in existence, and say that Henry Wilson destroyed it himself without making another.

ADVERTISES HIS YOUNG BRIDE.

H. J. Wehman Says She Left Rim-Were Wed While He Lay Ill in Bed.

WEHMAN-TO WHOM IT MAY CONCERN-I will not be responsible for any debts contracted by my wife, she having left my bed and board.

HENRY J. WEHMAN,
Son of the late Henry J. Wehman.
Sworn to before me this 17th day of April 1908.

Notary Public, Kings County. Certificate filed in New York and Queens County.

This advertisement was printed in Brooklyn newspaper yesterday. Henry J. Wehman lives at 1024 Greens avenue, Brooklyn, with his recently widowed mother, who conducts a music publishing house in Manhattan that was founded by the elder Wehman.

On Feb. 5 young Wehman, who is only

On Feb. 5 young Wehman, who is only
22 years old, married Miss Mary Vaughan,
a nineteen-year-old girl of Brooklyn. They
were to be married in the Church of Our
Lady of Good Counsel, but on the wedding
day young Wehman was taken seriously
ill with appendicitis.

He insisted, however, on having the ceremony take place, and it was performed at
his bedside by Father Durac.

Young Mrs. Wehman remained with
her husband until about a month ago. Why
she left the Wehmans would not say last
night, although the older Mrs. Wehman
said the young woman "wanted to run the
servants." Young Wehman is convalescent.

JACK TARS CROWDED.

1,000 Aboard the Receiving Ship Colum bia, With Accommedations for 800. The United States receiving ship, the

cruiser Columbia, at the Brooklyn navy yard, has 1,600 men aboard, with accommodations [for about 800. The overcrowded condition of the ship has caused the men to complain, and rumors of a mutiny of no small proportions have been floating about the yard for the last day or two. These rumors are denied.

The Washington authorities have been repeatedly notified, it is said, of the need of enlarged quarters, but no notice has been taken, except to send orders to rush the work on the Hancock, which ship will have ample accommodations for all.

FOLKS MAY DANCE ON SUNDAY. Not Illegal if for Their Own Amusement,

Says the Court of Special Sessions. In an opinion handed down yesterday in In an opinion handed down yesterday in the case of Lawrence Brommer, the proprietor of a dance hall at 700-708 Fest 123d street, who was charged with violating the Sunday law, Justices Mayer, McKean and Wyatt of the Court of Special Sessions held that it is not a violation of Section 1.481 of the Charter for persons to dance on Sunday for their own amusement.

Brommer was arrested on April 12 by Patrolman Kelly of the High Bridge police station. Kelly said that he found about 1,500 persons dancing in Brommer's place at 4 o clock in the afternoon.

One of the Horn Newsgirts Dies. Emma Horn, one of the five sisters who for some years have sold papers at Sixth avenue and Twenty-third street, died in De troit yesterdey of consumption. The Horn newsgirls have prospered in this city, and a month ago Emma went to Detroit to see if the same business would succeed there. She wrote for another sister to come on, but said nothing of being ill, except that she had a bad cold. The other sisters, Jennie, Eva, Sadie and Winnie, live with their mother at 118 East Eighty-eighth THE OLD RELIABLE



THERE IS NO SUBSTITUTE

MIDNIGHT GUN PLAY IN NEWARK. MARQUIS OF HERTFORD HERE. Excited Italians Fire 200 Shots to Scare Burgiars-A Girl and a Cop Hurt.

For over a week the Italian residents of Seventh avenue, Drift, Cutler and Garside streets, Newark, have been greatly excited by a number of petty robberies which have occurred in their territory, known as "Little Italy." Many of them are armed and a number of times recently patrolmen trying doors have been menaced by men with revolvers or shot at through

The excitement became a panic at 1 o'clock yesterday morning when some-

The excitement became a panic at 1 o'clock yesterday morning when somebody discharged both barrels of a shotgun from a second-story window as Policeman Adubato was passing along Cutler street in uniform. Adubato thought he had been shot at, and, after breaking his night stick rapping for assistance, flung himself into a sheltering doorway so violently that he hurt himself.

The shots were a signal for a general fusillade, and within a few minutes nearly two hundred shots were fired from windows on both sides of the street. Half a dozen policemen hurried from their posts and managed to quell the disturbance.

Jennie Durello of 21 Cutler street was the only person injured. A bullet inflicted a scalp wound as she was opening her window to see what the row was about. She was not seriously hurt, but fainted from shock, losnig considerable blood before her condition was discovered. A dozen windows were broken by shots and one bullet crossed a bed on which two children were sleeping, and buried itself in the wall after pussing within a few inches of their heads. One arrest was made, and the prisoner, Michael Magro, was fined \$10 for carrying a pistol.

It was reported throughout "Little Italy" early on Thursday evening that Rosa Idtunio of 14 Cutler street had been robbed of \$15 and a watch by burglars. This and the fact that four men had been seen acting suspiciously in the street on Wednesday evening caused the panic and the shooting.

NEGROES SHOOT AND ROB WOMAN Wound Not Serious-Nobedy Was With Her

Except a Young Bey. NEW BRUNSWICE, N. J., April 24 .- Two Jane Obert, aged 60, at Cedar Grove, about five miles from here on the road from Bound Brook to Middlebush, about 10, o'clock last night. There was no one in the house with Miss Obert except a boy 10 years old. David Bush. The negroes demanded money and

them pointed a .44-calibre revolver at her and she knocked it out of his hand.

The negro picked the revolver up and shot Miss Obert in the right thigh. She screamed and ceased resisting the men. They hurriedly ransacked the room and found about \$12, after which they escaped. Miss Obert's cries attracted Fred Tollman and a Mr. Reed, neighbors, and they came to her assistance just after the negroes escaped. She was able to walk to Mr. Tollman's house, and Dr. Cooper of Middlebush, was summoned. The doctor found that the wound was not serious.

Later Mr. Tollman discovered that his house had been entered and a suit of ciothes taken. The waistcoat was found between the Tollman and Obert houses.

Excepting that the negroes were of heavy

Excepting that the negroes were of heavy build, Miss Obert is unable to describe them and says she would not know them if she saw them again, so great was her excite-

YARN ABOUT A PRINCESS

Who Isn't in Prison in Turkey and Is Very Happy There-She Was Depew's Ward. A story with pictures and many elaborate details was printed in an afternoon paper yesterday to the effect that Princess Czaykowski, daughter of Clarence L. Collins, great-granddaughter of Commodore Vanderbilt, and formerly a ward of Senator

derbilt, and formerly a ward of Senator Depew, is a prisoner, in Constantinople. The story also said that her husband, Rechid Bey, was a prisoner too, and that their arrest had been ordered by the Sultan for political reasons.

The story isn't true. Prince Czaykowski and his wife left Constantinople a month ago and are now in Beyrout, where the Prince is Vice-Governor. He is on friendly terms with the Sultan. The Princess wrote home not long ago, telling how happy she was.

Mr. Collins, the father of the Princess, explained that the paper printed the story first and saw him afterward to ask if it was true. It made him a little tired, because the morning edition of the same paper killed and buried him three years ago, and he hates to be disturbed.

PROFITED BY MISFORTUNE.

While He Kept Sober. William Savoch was dispossessed from his home, at 288 East Houston street, for non-payment of rent on Thursday. His household goods were put on the sidewalk and he, his wife and children gathered about

An idea struck the man and he put a An idea struck the man and he put a dish on a table in the centre of the sidewalk and appealed to passeraby. The response was generous. After a time the man had his wife collect the money while he went to a nearby saloon. Savoch seemed to think the scheme was worth prolonging and left the furniture on the sidewalk yesterday. His wife collected the money and he took it from her.

He finally grew quarrelsome with passersby who did not contribute and was arrested for intoxication. He had \$31 in his pockets when arrested. In the York-ville police court Magistrate Zeller fined him \$10. He paid and left court.

Plane have been filed with the Building. Bureau for a new fireproof hotel, eleven stories high with a mezzanine floor, on the south side of Twenty-sixth street, adjoining the Manhattan Club. The building is to be on the northern L of the site of the old residence of James Stokes, which fronted on Madison Square. It is to cost \$200,000. The Madison Square plot is to be the site of a \$200,000 apartment house. Both buildings will be ewised by the Wyllys Company of 100 William street. Bureau for a new fireproof hotel, eleven

With His Wife, Son and Daughter to At-

tend the Earl of Yarmouth's Wedding. The Marquis and Marchioness of Hertford, their daughter, Lady Jane Seymour, and their second son, Lord Edward Sevmour, arrived on the White Star liner Celtio yesterday on their way to Pittaburg to attend the wedding of their eldest son, the Earl of Yarmouth, to Miss Alice Thaw on Monday next. Harry Thaw and brother-in-law-to-be

had a little spat with one of the ship's officers in attempting to board the steamer officers in attempting to board the steamer at the pier before the passengers had landed. Young Thaw told the officer who stopped him on the gangway what he thought of him and the company.

"Are you a passenger?" asked the officer. When Mr. Thaw admitted that he was not the officer said: "Then you had better have less to say." Thaw and his companion retreated to the dock. Later, when most of the passengers had landed, they got aboard.

The Celtic was delayed a day in leaving the other side by a collision as she was

The Celtic was delayed a day in leaving the other side by a collision as she was leaving her pier in the Mersey. The Johnson liner Heathmore, which was also getting under way, bumped into her, knocking a small hole in the Celtic's port bow. She returned to her dock overnight while two new plates were put in.

Among the Celtic's passengers were a party of railroad men connected with the Lancashire and Yorkshire Railway. They are going to spend five weeks here studying American railroad systems and their management. They are George Banks, transportation superintendennt; T. Dale, chief accountant; J. T. Taplow, locomotive department manager, and James Wharton, freight traffic manager.

Arthur S. Raikes, secretary of the British Embassy at Washington, was another of the Celtic's passengers.

NEWSDEALERS SEE THE MAYOR.

Referred to Gen. Greene If They Want Stands on the Sidewalks. A delegation of newsdealers visited Mayor Low yesterday to protest against Deputy Commissioner Piper's action in keeping their stands from the sidewalks. The delegation was headed by Thomas F. Martin, president of the National Newsdealers and Stationers' Association, who told the Mayor that they hoped he would induce the Police Department to let up on them.

Mr. Martin admitted that there is an ordinance which the maintenance of the

stands violates, but he said no Police Commissioner or administration in the past has endeavored to enforce it.

The Mayor told the delegation that he thought they should have gone to Police Commissioner Greene. He said it would not be proper for him to take the matter under consideration until they had seen the Commissioner.

The commistee said they would see the Commissioner, and the Mayor said he would talk to Gen. Greene over the telephone, and see if police interference could be stopped until the newsdealers get the ordinance amended.

ART GIFT TO PRINCETON.

Giver of Pictures, Busts and Statuettes Wishes His Identity Concealed. PRINCETON, N. J., April 24.-One who wishes his identity to remain unknown has recently presented to the university a valuable collection of pictures, busts and statuettes. The pictures are large photographs of classic scenes in Greece and Rome, views of the most important European cathedrals and some fine steel engravings of famous masterpieces. There is a statuette of \$\pm\$ someone and the following busts: Aristotle, Euripides, Demosthenes, Cesar Augustus, Agrippa, Seneca, Juno, Minerva, Arisane and Aratus.

The collection will be divided between the classical and architectural departments, and will give to the students in these departments an opportunity to study in the classroom the best productions of European art. valuable collection of pictures, busts and

JUDGE FOSTER HAS A GODSON. femente of a Grateful Prisoner Acq

of Butter Stealing. Thomas P. Foley, a grocer of 63 Bedford street, who is not related to Big Tom Foley.

Tammany leader of the Second Assembly
District, was tried last week before Judge Warren W. Foeter in General Seesi

Warren W. Foster in General Sessions on the charge of stealing a tub of butter and was acquitted.
Yesterday Judge Foster received a letter from Foley notifying him of the advent of a son, who had been named Warren Foster Foley.
"I only hope," wrote the happy father, "that my son will grow up to be as fair to his fellow men as you were to me in my hour of depression. Hereafter your name will be a household word in my family."
Judge Foster is a bachelor. He seemed duly appreciative.

MRS. W. S. BROWN MISSING. Her Husband Is III and She Worried About His Condition.

EAST ORANGE, N. J., April 24.-Mrs. William S. Brown disappeared from her home at 65 Hawthorne avenue, East Orange, at an early hour this morning. The mem-bers of her family are considerably alarmed over her absence. Her husband is ill, and it is supposed that she worried over his condition. Mrs. Brown was about 50 years old. When she left her home she was dressed in a black and white striped waist, dark gray skirt and black golf cape with silk hood. She carried her brown leather, silver-trimmed pockstbook. She is slight and has blue eyes and gray hair.

AIX-LES-BAINS.

## **Kitchen** Hints

The Coal Range was the best thing of its kind in its day— That day is past

Cook <-

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invite Americans traveling abroad to visit their branch establishments at Avenue de l'Opera, 36 bis, Paris, and at 221-221A Regent Street, W. London. Visitors are always welcome to examine objects of interest at their leisure, without incurring any obligation to purchase.

By Special Appointment Gold and Silver-smiths to H. M. King Edward VII. and H. M. Queen Alexandra.

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ENNEDYS STORE 12 CORTLANDT ST Smart Derbys. 1.90. Twenty new styles, Black and Havana Brown.

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Button and Oxford Shoes, 4.98 & 5.98 with Herring-bone Shanks. Made in flat THIS IS IT.

5.00 and 6.00 Oxfords at 2.75. Last season's goods. Styles that we want to close out. They are fat lasts and high

beels.



stiff bosoms, 85c. Underwear.

French Balbriggans, 49c.; worth 73c.
Summer Wool, 98c.; worth 1.5c.
Imported Socks (English gray), 28c.
Pajamas, featherweight, 98c.

Trousers, \$5.00. Suits, \$15-overcoats, \$15-as many as you want. All made to order. Those are our standard prices; we have others, too, equally reasonable.

Bring us any tailor's \$20 samples, and see if we don't match them probably beat them-at \$15.

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